

**Department of Transportation Services (DTS)  
Public Transit Division Title VI Program  
Service Equity Analysis Report  
Routes: 56 Honolulu-Kailua-Kaneohe  
57 Kailua-Waimanalo-Sea Life Park  
57A Kailua-Enchanted Lake  
69 Kaneohe-Waimanalo-Sea Life Park  
70 Lanikai-Maunawili  
89 Waimanalo-Kailua Express**

**Introduction**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B, which requires any FTA recipient providing 50 or more fixed route vehicles in peak service located in an urbanized area (UZA) and serving a population of 200,000 or greater to evaluate any major service change at the planning stage to determine whether those changes have a disparate impact on minority populations and disproportionate burden on low-income populations.

The City and County of Honolulu (City) comprises the entire island of Oahu and includes the Honolulu UZA, 200K to 1M in population, and the Kailua-Kaneohe UZA, 50K to 199.9K in population. UZA Kailua-Kaneohe is located in the City's Windward region, northeast of Urban Honolulu and separated by the Koolau mountain range.

A future rail line is under construction to connect Leeward Oahu with Urban Honolulu and DTS is currently in the initial bus-rail integration planning phase for communities located along or adjacent to the rail line. Since the rail line will not directly benefit Windward Oahu communities; prior to the full commitment of time and resources to bus-rail integration planning, it was important for DTS to evaluate Windward bus service to address current ridership trends and provide connectivity to the future rail line.

In 2017, while conducting route analyses and public outreach for peak express routes, the 2018 Windward TheBus Routes Redesign Project (WBRR) was initiated to evaluate and propose modifications to peak express and local routes that serve the Windward communities of Waimanalo, Kailua, Kaneohe, and Kahaluu. This report is the service equity analysis of the route renumbering and modifications DTS is proposing for TheBus\* Routes 56, 57, 57A, 69, 70, and 89 tentatively scheduled for implementation in August 2019. (\*Honolulu's bus system is named TheBus).

**Background**

Windward bus service was established incrementally over the last 40 years and there has been relatively little change to current bus routing in the Windward region while the Kailua-Kaneohe communities have experienced major growth and development during this time, as evidenced by their UZA status.

The construction of the Pali, Likelike, and H-3 Interstate Highways and Tunnels is the contributing factor to the development of the Kailua-Kaneohe communities. Pali Highway directly connects Kailua to Urban Honolulu's Central Business District (CBD), Likelike Highway connects Kaneohe to Urban Honolulu's Kalihi District, and the H-3 Highway connects Joint Base Pearl Harbor-Hickam (JBPHH) located on the western fringe of Urban Honolulu in the Aiea District with Marine Corps Base Hawaii (MCBH) located in the Aikahi community, the boundary between Kailua and Kaneohe.

As the direct connection to CBD, Windward bus service began operating along Pali Highway and with the exception of a few peak period express routes, most Windward bus service currently operate on Pali Highway to connect to Urban Honolulu. As Kaneohe grew, these Kailua-centric routes were extended to include Kaneohe with different route variations for cost containment and to address new development.

The main goals of restructuring Windward bus service in the WBRR are:

- Evaluate current service and address service demand/productivity to maximize service delivery/quality based on the priority of need, operating efficiency, and resource allocation.
- Connect Windward communities more effectively and provide more connections to Windward Community College (WCC).
- Connect Windward districts with Honolulu, Kalihi Transit Center (KTC), and the future rail system.

Public outreach for the WBRR Phase 1 was conducted in early 2018 to provide the public with the opportunity to provide feedback to DTS and included informing the public through: Councilmember (CM) and Neighborhood Board (NB) presentations, TheBus webpage, and distribution of written materials about DTS' proposed route modifications. Public comments were collected through an online survey, email, NB, voicemail, or speaking directly with DTS or Oahu Transit Services, Inc. (OTS), the City's bus operations contractor staff.

Public outreach for the WBRR Phase 2 was conducted in late 2018 and consisted of notifying riders of route modifications based on public comments from Phase 1. The public was able to submit comments through the same means that were available to them during WBRR Phase 1.

#### Route 56: Honolulu – Kailua – Kaneohe

Route 56 provides service between Ala Moana Center (AMC), CBD, Kailua Town, and Kaneohe via the Pali Highway. DTS plans to restructure the route into three (3) new routes: 1) Route 61 (Kalihi – Kaneohe – Aikahi) will transfer routing from Keaahala Road to Kahuhipa Street to provide new two-way service, and extend service from Kaneohe to KTC via the Likelike Highway and Kalihi Valley; 2) Route 66 (Downtown – Kailua – Aikahi) will discontinue service to AMC, and interline with Route 61 to connect Kaneohe and Kailua; and 3) Route 651 (Kaneohe Circulator) will provide local circulator service in Kaneohe.

#### Route 57: Honolulu – Kailua – Waimanalo – Sea Life Park

Route 57 provides service between AMC, CBD, Kailua Town, and Waimanalo with select trips continuing to Sea Life Park (SLP). DTS plans to merge Routes 57 and 57A

into new Route 67. Routing will be restructured in Waimanalo to Nakini, Nalu, and Huli Streets; all trips will continue to SLP; and the number of trips and frequencies will increase.

Route 57A: Honolulu – Kailua – Enchanted Lake

Route 57A provides service between AMC, CBD, Kailua Town, and the Enchanted Lake/Keolu Hills community. DTS plans to discontinue service to AMC and CBD, transfer routing from the segment of the Keolu Drive loop between Hamakua Drive and Wanaao Road to the segment of the Keolu Drive loop between Hamakua Drive and Keolu Drive to provide new two-way service, and increase the number of trips and frequencies.

Route 69: Waimanalo – Kaneohe

Route 69 provides service between Waimanalo, Kaneohe, and WCC. DTS plans to discontinue service to WCC to reroute through Kawa Street; restructure routing in Waimanalo to Nakini, Nalu, and Huli Streets; extend routing to SLP; and provide new weekend service.

Route 70: Lanikai – Maunawili

Route 70 provides service between Maunawili Valley, Kailua Town, and Lanikai. DTS plans to discontinue the route and split it into three (3) new circulator routes: Routes 671 (Kailua – Lanikai), 672 (Kailua – Maunawili), and 674 (Kailua – Aikahi) which will connect in Kailua Town.

Route 89: Waimanalo – Kailua Express

Route 89 provides peak express service between CBD and Waimanalo. DTS plans to restructure routing in Waimanalo to Nakini, Nalu, and Huli Streets to be consistent with the other new Waimanalo Routes 67 and 69. Waimanalo is a small community served by three (3) routes: Routes 57, 69, and 89, which utilize different routing. Routes 57 and 89 follow the same route and travel along Kalanianaʻole Highway, and Nalu, Nakini, and Huli Streets; while Route 69 follows a different route and travels along Kalanianaʻole Highway, and Nalu and Nakini Streets. A reroute in the community is necessary for consistency of operations to enable riders the opportunity for connections.

**Proposed Changes:**

Attachment 1 contains the existing and proposed route maps for Routes 56, 57, 57A, 69, 70, and 89. The route redesign will generally use the existing bus network, with modifications to Routes 56, 57, 57A, 69, and 70. New routing is proposed on Keolu Drive between Hamakua Drive and Keolu Drive; Kahuhipa Street; and in the Waimanalo community on Nakini, Nalu, and Huli Streets. The proposed changes are summarized and detailed below.

<b>Routes 56, 57, 57A, 69, 70, 89</b>			
<b>Route #</b>	<b>Existing Routing</b>	<b>Proposed Route #</b>	<b>Proposed Routing</b>
<b>56</b>	AMC, CBD, Kailua Town, Kaneohe, Puohala/Pohai Nani, WCSC, WCC, Windward Mall.	<b>61</b> <b>66</b> <b>651</b>	KTC, WCC, Windward Mall, Kaneohe, Aikahi. CBD, CMC, Kailua Town, Aikahi. Windward Mall, WCC, WCSC, Puohala/Pohai Nani.
<b>57</b> <b>57A</b>	AMC, CBD, Kailua Town, Keolu, Waimanalo, SLP. AMC, CBD, Kailua Town, Enchanted Lake/Keolu Hills.	<b>67</b>	AMC, CBD, Kailua Town, Enchanted Lake, CMC, Waimanalo, SLP.
<b>57A</b>	AMC, CBD, Kailua Town, Enchanted Lake/Keolu Hills.	<b>673</b>	Kailua Town, Enchanted Lake/Keolu Hills.
<b>69</b>	Windward Mall, WCC, Kaneohe, Waimanalo.	<b>69</b>	Windward Mall, WCSC, CMC, Waimanalo, SLP.
<b>70</b>	Aikahi, Lanikai, Kailua Town, Maunawili.	<b>671</b> <b>672</b> <b>674</b>	Kailua Town, Lanikai. Kailua Town, Maunawili. Kailua Town, Aikahi.
<b>89 (AM)</b> <b>(PM)</b>	Waimanalo, CMC, CBD CBD, CMC, Waimanalo.	<b>89 (AM)</b> <b>(PM)</b>	Waimanalo, CMC, CBD. CBD, CMC, Waimanalo.

AMC: Ala Moana Center

CBD: Central Business District (Downtown Honolulu)

CMC: Castle Medical Center

KTC: Kalihi Transit Center

SLP: Sea Life Park

WCC: Windward Community College

WCSC: Windward City Shopping Center

<b>Routes 56, 57, 57A, 69, 70, 89</b>		
<b>Existing Route #</b>	<b>Renumbered Route #</b>	<b>Proposed Changes</b>
<b>56</b>	<b>61</b> <b>66</b> <b>651</b>	1) Discontinue Route 56 and replaced with new Routes 61, 66, and 651; 2) Extend routing to KTC via Likelike Hwy and Kalihi Valley; 3) Provide two-way service on Kahuhipa St.; 4) Interline with Route 61 between Kaneohe and Kailua; 5) Discontinue routing to AMC; 6) Provide local circulator service in Kaneohe.
<b>57</b> <b>57A</b>	<b>67</b>	1) Merge Routes 57 and 57A into Route 67; 2) Discontinue a section of Keolu Dr; 3) Reroute service in Waimanalo to Nakini, Nalu, and Huli Sts; 4) Increase frequency.
<b>57A</b>	<b>673</b>	1) Discontinue routing to CBD and AMC; 2) Provide two-way service on Keolu Dr; 3) Discontinue a section of Keolu Dr.
<b>69</b>	<b>69</b>	1) Add new service on Saturdays and Sundays; 2) Reroute service in Waimanalo to Nakini, Nalu, and Huli Sts.
<b>70</b>	<b>671</b> <b>672</b> <b>674</b>	1) Discontinue Route 70 and replace with new Routes 671, 672, and 674.
<b>89</b>	<b>89</b>	1) Reroute service in Waimanalo to Nakini, Nalu, and Huli Sts.

AMC: Ala Moana Center

CBD: Central Business District (Downtown Honolulu)

CMC: Castle Medical Center

KTC: Kalihi Transit Center

SLP: Sea Life Park

WCC: Windward Community College

WCSC: Windward City Shopping Center



#### Route 56

- 1) Discontinue route and replaced with new Routes 61, 66, and 651.
- 2) Route 61 extends service from Kaneohe to KTC via Likelike Highway and Kalihi Valley to provide a connection to the future rail station.
- 3) Route 61 provides two-way service on Kahuhipa Street, this reroute causes discontinuation of service on a segment of Keaahala Road between Kahekili and Kamehameha Highway.
- 4) Route 61 and 66 are interlined to connect Kaneohe and Kailua.
- 5) Route 66 discontinue service to AMC; Routes 60, 65, and 67 will serve this segment.
- 6) Route 651 provides circulator service in Kaneohe between Windward Mall, WCC, Windward City Shopping Center, Puohala Village, and Pohai Nani.
- 7) No change to the amount of trips and frequencies.
- 8) Schedule revisions to account for new service areas.

#### Route 57/57A

- 1) Merge Routes 57 and 57A into new Route 67.
- 2) Reroute service in Waimanalo to Nakini, Nalu, and Huli Streets.
- 3) Increase number of trips and frequencies.
- 4) Schedule revisions to account for new service areas.

#### Route 57A

- 1) Discontinue service to CBD and AMC; Route 67 will serve this segment.
- 2) Provide two-way service on the segment of the Keolu Drive loop between Hamakua Drive and Keolu Drive; this reroute causes discontinuation of service on the segment of the Keolu Drive loop between Hamakua Drive and Wanaao Road.
- 3) Increase number of trips and frequencies.
- 4) Schedule revisions to account for new service areas.

#### Route 69

- 1) Extend routing to SLP.
- 2) Reroute service in Waimanalo to Nakini, Nalu, and Huli Streets.
- 3) Discontinue service to WCC; Route 61 and 651 will serve this segment.
- 4) Add new Saturday and Sunday service.
- 5) No change to the amount of weekday trips and frequencies.
- 6) Schedule revisions to account for new service areas.

#### Route 70

- 1) Discontinue route and replace with new circulator Routes 671, 672, and 674.
- 2) No change to the amount of trips and frequencies.
- 3) Schedule revisions to account for new service areas.

#### Route 89

- 1) Reroute service in Waimanalo to Nakini, Nalu, and Huli Streets.
- 2) No change to the amount of trips and frequencies.
- 3) Schedule revisions to account for new service areas.

## **Public Engagement Process**

In 2018, DTS conducted public outreach in two (2) phases for the WBRR, in accordance with DTS' Public Participation Standard Operating Procedures. Routes 56, 57, 57A, 69, and 70 are included in the WBRR public outreach. (No changes were proposed for Route 89 at these times, therefore it was not included).

Riders of the affected routes, as well as the public were encouraged to provide comments and suggestions via email, phone call, voicemail, or online survey. Public outreach included notifying affected CM/NB, distributing informational material, posting notices on TheBus website/on-board buses/at selected bus stops, conducting surveys, and on-board rider checks.

DTS' efforts to engage minority, low income, and Limited English Proficient (LEP) riders included posting notices at bus stops located in minority and low income Census block groups, posting car cards on all the buses, and conducting on-board distribution of notices, brochures, and surveys.

To engage LEP persons, the informational brochures were translated into the languages identified in DTS' 2019 Public Transit Title VI program for printing, upon request. Informational material on the website was available in a format to use the translation feature.

The timeline below outlines DTS and OTS, public engagement activities.

November 2017  
to May 2018:

Conducted WBRR public outreach/surveys Phase 1 that included Routes 56, 57, 57A, 69, and 70. (No changes were proposed for Route 89 at this time, therefore it was not included in Phase 1).

In November 2017, notified and discussed the WBRR with CM and City Council Transportation Committee (CTC). Routes 56, 57, 57A, 69, and 70 were included in the WBRR.

In December 2017, notified affected NBs of the proposed plans in the WBRR and that presentations would be made upon request. Brochures and notices were provided to affected NBs for distribution.

During January – April 2018, Phase 1 public outreach and comment period commenced. Detailed proposal information including route detail and maps were made available for public review and comment via online SurveyMonkey. Brochures and/or notices were distributed to riders on-board affected routes, at selected bus stops, on placards posted onboard all buses, and at public libraries, Satellite City Halls, and selected businesses and schools in affected districts. Affected riders and the public were encouraged to attend NB meetings, obtain information/provide feedback online at DTS and TheBus websites or through phone

calls, emails, or in-person. Presentations made at the CTC meeting, and at the Koolauloa, Kahaluu, Kaneohe, Kailua, and Waimanalo NB meetings.

June to  
October 2018: Based on public input and current data, revised and finalized WBRR which included Routes 56, 57, 57A, 69, and 70.

November to  
December 2018: Conducted WBRR public outreach and comment period Phase 2 using the same methods as Phase 1. (No changes were proposed for Route 89 at this time, therefore it was not included in Phase 2).

January 2019: Routes 56, 57, 57A, 69, and 70 service changes are scheduled for implementation in August 2019, with public outreach and rider notification in June – July 2019.

June to  
July 2019: Public outreach and notification scheduled for Routes 56, 57, 57A, 69, 70, and 89\*. (\*Route 89 Waimanalo restructure included for consistency with the other new Waimanalo Routes 67 and 69).

Notices will be distributed to CM, CTC, and NBs. Presentations will be conducted upon request by NBs. OTS webpage will be updated to inform riders of the August implementation date with details, and potential public outreach opportunities.

Notices will be distributed at selected bus stops and onboard to riders, and posted at selected bus stops and on DTS/OTS websites.

August 2019: Scheduled implementation for Routes 56, 57, 57A, 69, 70, and 89.

#### Survey Results for Public Outreach Phase 2

**Route 56:** Results showed that majority of the riders favored the proposed changes. Although riders were about evenly split in favoring or opposing the proposed change to connect the KTC and Kaneohe via the Likelike Highway, majority of the riders favored proposed new Route 651. Results of the WBRR Phase 2 survey: (78 favored/33 opposed/47 comments).

Based on public feedback the route will be extended to provide service to KTC via the Likelike Highway and new Route 651 will provide circulator service in Kaneohe between Windward Mall, WCC, Windward City Shopping Center, Puohala Village, and Pohai Nani.

**Route 57/57A:** Results showed that majority of the riders preferred the proposed changes. Results of the WBRR Phase 2 survey: (25 favored/19 opposed/19 comments).

Based on public feedback routes 57 and 57A will be merged, and routing in Waimanalo will be restructured to Nakini, Nalu, and Huli Streets.

**Route 57A:** Results showed that majority of the riders opposed the proposed new circulator Route 673 but the data may not be reliable since one person took the survey 91 times. Results of the WBRR Phase 2 survey: (30 favored/102 opposed/102 comments).

Due to potentially unreliable data, routing to CBD and AMC will be discontinued, and the the new Route 673 will provide service between Kailua Town, Enchanted Lake, and Keolu Hills.

**Route 69:** Results showed that majority of the riders preferred the changes. Results of the WBRR Phase 2 survey: (25 favored/19 opposed/93 comments).

Based on public feedback routing on Keaahala Road to WCC will be restructured to provide two-way service on Kahuhipa Street to Windward Mall, and routing in Waimanalo will be restructured to Nakini, Nalu, and Huli Streets.

**Route 70:** Changes proposed in the WBRR Phase 2 survey were implemented in June 2019.

**Route 89:** Not included in the WBRR Phase 2 survey because no changes were proposed.

## **Title VI Policies and Definitions**

DTS' Title VI Program contains the policies and procedures to determine if service changes are considered "major" and to evaluate the impact of major service changes to minority and low income populations.

**Major Service Change Policy:** Eliminating a route segment is defined as major service change that requires DTS to perform a service equity analysis during the planning phase prior to implementation.

**Disparate Impact Policy:** DTS determines the occurrence of a disparate impact when adverse effects of a major service change disproportionately affects minority populations by more than 10% based on the difference between the proportion of the total minority and non-minority populations in the total service area and the proportion of the affected minority and non-minority populations within the affected service area, a ½ mile radius of the route.

**Disproportionate Burden Policy:** DTS determines the occurrence of a disproportionate burden when adverse effects of a major service change disproportionately affects low income populations by more than 10% based on the difference between the proportion of the total low income and non-low income populations in the total service area and the proportion of the affected low income and non-low income populations within the affected service area, a ½ mile radius of the route.

## **Analysis Framework**

**Methodology:** Population data using Census block groups were used to determine:

- Minority/non-minority and low income/non-low income proportion of the total service area population in the Census block groups served by the Windward Routes.
- Minority/non-minority and low income/non-low income proportion of the affected service area population located within a ½ mile radius of the Windward Routes.

The differences between the minority proportions and low income proportions were calculated to determine disparate impact on minority populations and disproportionate burden on low income populations. Differences exceeding 10% indicate that the major service change affected minority populations disparately and low income populations disproportionately.

### **Data Tables:**

**Table 1: Census Block Group Minority Populations**

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Minority Population	% Minority	Affected Population	Minority Population	% Minority		
56	151,880	21,305	14%	175,434	53,265	30%	+16%	YES
57	133,168	17,680	13%	133,168	17,680	13%	0%	NO
57A	115,321	9,152	8%	115,635	5,310	5%	-3%	NO
69	64,277	17,437	27%	66,037	17,437	26%	-1%	NO
70	34,522	3,570	10%	41,682	4,941	12%	+2%	NO
89	69,094	14,794	21%	69,094	14,794	21%	0%	NO

**Table 2: Census Block Group Low Income Populations**

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Low Income Population	% Low Income	Affected Population	Low Income Population	% Low Income		
56	151,880	16,453	11%	175,434	22,831	13%	+2%	NO
57	133,168	18,076	14%	133,168	18,076	14%	0%	NO
57A	115,321	16,453	14%	3115,635	12,611	11%	-3%	NO
69	64,277	1,623	3%	66,037	1,623	2%	-1%	NO
70	34,522	0	0%	41,682	0	0%	0%	NO
89	69,094	11,937	17%	69,094	11,937	17%	0%	NO

**Required Maps:** (see Attachment 1)

Affected census block groups with minority and low income area block groups.

### **Assessing Impacts**

**Disparate Impact:** The minority Census block group populations for the Routes' total service and affected service areas are shown in Table 1 above.

The proposed service changes to Routes 57, 57A, 69, 70, and 89 do not exceed the disparate impact policy threshold of 10% for the affected service areas.

- The minority population for Route 57 in the affected service area is the same as the minority population in the total service area.
- The minority population for Route 57A in the affected service area is 3% less than the minority population in the total service area.
- The minority population for Route 69 in the affected service area is 1% less than the minority population in the total service area.
- The minority population for Route 70 in the affected service area is 2% more than the minority population in the total service area.
- The minority population for Route 89 in the affected service area is the same as the minority population in the total service area.

The proposed service changes to Route 56 exceeds the disparate impact policy threshold of 10% for the affected service.

- The minority population for Route 56 in the affected service area is 16% more than the minority population in the total service area.

**Disproportionate Burden:** The low income Census block group populations for the Routes' total service and affected service areas are shown in Table 2 above.

The proposed service changes to Routes 56, 57, 57A, 69, 70, and 89 do not exceed the disproportionate burden policy threshold of 10% for the affected service area.

- The low income population for Route 56 in the affected service area is 2% more than the low income population in the total service area.
- The low income population for Route 57 in the affected service area is the same as the low income population in the total service area.
- The low income population for Route 57A in the affected service area is 3% less than the low income population in the total service area.
- The low income population for Route 69 in the affected service area is 1% less than the low income population in the total service area.
- There is no low income population in the total or affected service areas for Route 70.
- The low income population for Route 89 in the affected service area is the same as the low income population in the total service area.

### **Service Equity Analysis**

Based on the thresholds established in the DTS Major Service & Fare Change Policy and Disparate Impact & Disproportionate Burden Policies:

- The proposed service changes to Routes 57, 57A, 69, 70, and 89 can be implemented as proposed.
- The proposed service changes to Route 56 does not exceed the disproportionate burden policy threshold.
- The proposed service changes to Route 56 exceeds the disparate impact policy threshold by 16% for the affected service area due to the route extension into Kalihi neighborhoods with high minority populations.

DTS intends to implement the Route 56 changes, including the extension to KTC via the Likelike Highway and Kalihi Street because the minority populations will benefit from the service extension to KTC/future rail station via Likelike Highway/Kalihi Street/Dillingham Boulevard. Benefits include:

- Additional service to augment the heavily-used Route 7 service in Kalihi Valley which is located in Census block groups identified as predominately minority.
- Direct access to the KTC/future Middle Street rail station for Windward Oahu and Kalihi communities.

**Route 56:** Route 56 changes involves plans to restructure the route into three (3) new routes: Route 61, 66, and 651. New routing will extend service to KTC via the Likelike Highway and Kalihi Valley, thereby giving Windward Oahu and Kalihi Valley riders direct service to the future rail station; transfer service from Keahala Road to Kahuhipa Street to provide new two-way service, interline to connect Kaneohe and Kailua to KTC; and provide new circulator service in Kaneohe. Service to AMC will be discontinued, however there is no loss of service because Routes 60, 65, and 67 will serve this segment.

Loss of service affects a segment of Keahala Road between Kamehameha Highway and Kahekili Highway. Five (5) bus stops will be discontinued, however ridership data indicated that average daily boardings and alightings is one (1) rider who can easily access the adjacent bus stop on Kamehameha Highway. In addition, the discontinued segment is located in Census block groups identified as predominantly non-minority and non-low income.

**Route 57:** DTS' assessment of Route 57 revealed consistent issues with scheduling, buses "bunching" one after the other, and an average on-time performance of 63%. To improve operating efficiency, Route 57 will be merged with Route 57A into new Route 67 and service through Waimanlo will be simplified and rerouted to Nakini, Nalu, and Huli Streets. Frequencies will be increased with more trips to compensate for the merge of Routes 57 and 57A.

Loss of service only affects four (4) short segments: 1) Huli Street between Kalaniana'ole Highway and Kaaia Street, 2) Kaaia Street between Huli and Nakini Streets, 3) Nakini Street between Nalu and Poliala Streets, and 4) Poliala Street between Nakini and Huli Streets. Twelve (12) bus stops will be discontinued, however ridership data indicated that average daily boardings and alightings are 0-2 riders who can easily access the adjacent bus stops on Nakini, Nalu, and Huli Streets.

**Route 57A:** DTS' assessment of Route 57A revealed consistent issues with scheduling and an average on-time performance of 68%. To improve operating efficiency, DTS plans to discontinue the route and create new circulator Route 673 which will extend service to Aikahi Park Shopping Center and transfer a segment of the Keolu Drive loop between Hamakua Drive and Wanao Road to a segment of the Keolu Drive loop between Hamakua Drive and Keolu Drive in order to provide new two-way service. Service to CBD and AMC will be discontinued, however there is no loss of service because Route 67 will serve this segment. Additionally, in response to public feedback,

an express route was extended in March 2019 to provide AM and PM peak service between this residential community and CBD.

Loss of service only affects a short segment of the Keolu Drive loop between Hamakua Drive and Wanaao Road. Four (4) bus stops will be discontinued, however ridership data indicated that average daily boardings and alightings is 0-7 riders. Since the two (2) bus stops on the end are more utilized, riders can easily access adjacent bus stops on Hamakua Drive or Wanaao Road. In addition, the discontinued segment is located in Census block groups identified as predominantly non-minority and non-low income.

**Route 69:** The Route 69 restructure involves rerouting service in Waimanalo to Nakini, Nalu, and Huli Streets; extending routing to SLP; and providing new weekend service. Service to WCC will be discontinued, however there is no loss of service because Routes 61 and 651 will serve this segment. The extension to SLP provides additional service to minority Census block groups.

Loss of service only affects three (3) short segments: 1) Nakini Street between Kalanianaʻole Highway and Kaaia Street, 2) Nakini Street between Nalu and Poliala Streets, and 3) Poliala Street between Nakini and Huli Streets. Six (6) bus stops will be discontinued however ridership data indicated that average daily boardings and alightings is one (1) riders who can easily access the adjacent bus stops on Nakini, Nalu, and Huli Streets.

**Route 70:** The Route 70 restructure is relatively minor and involves discontinuing the route and splitting it into three (3) new circulator routes that will all meet in Kailua Town where riders can easily transfer to Honolulu-bound routes.

**Route 89:** The Route 89 restructure involves rerouting service in Waimanalo to Nakini, Nalu, and Huli Streets to be consistent with other Waimanalo routes 67 and 69.

Loss of service only affects four (4) short segments: 1) Huli Street between Kalanianaʻole Highway and Kaaia Street, 2) Kaaia Street between Huli and Nakini Streets, 3) Nakini Street between Nalu and Poliala Streets, and 4) Poliala Street between Nakini and Huli Streets (see Route 57 above).



# **ATTACHMENT 1**

## **Individual Route Maps**

**Existing Route 56**

**Proposed Routes 61/66/651**

**Existing Route 57**

**Existing Route 57A**

**Proposed Route 67**

**Proposed Routes 67/673**

**Existing Route 69**

**Proposed Route 69**

**Existing Route 70**

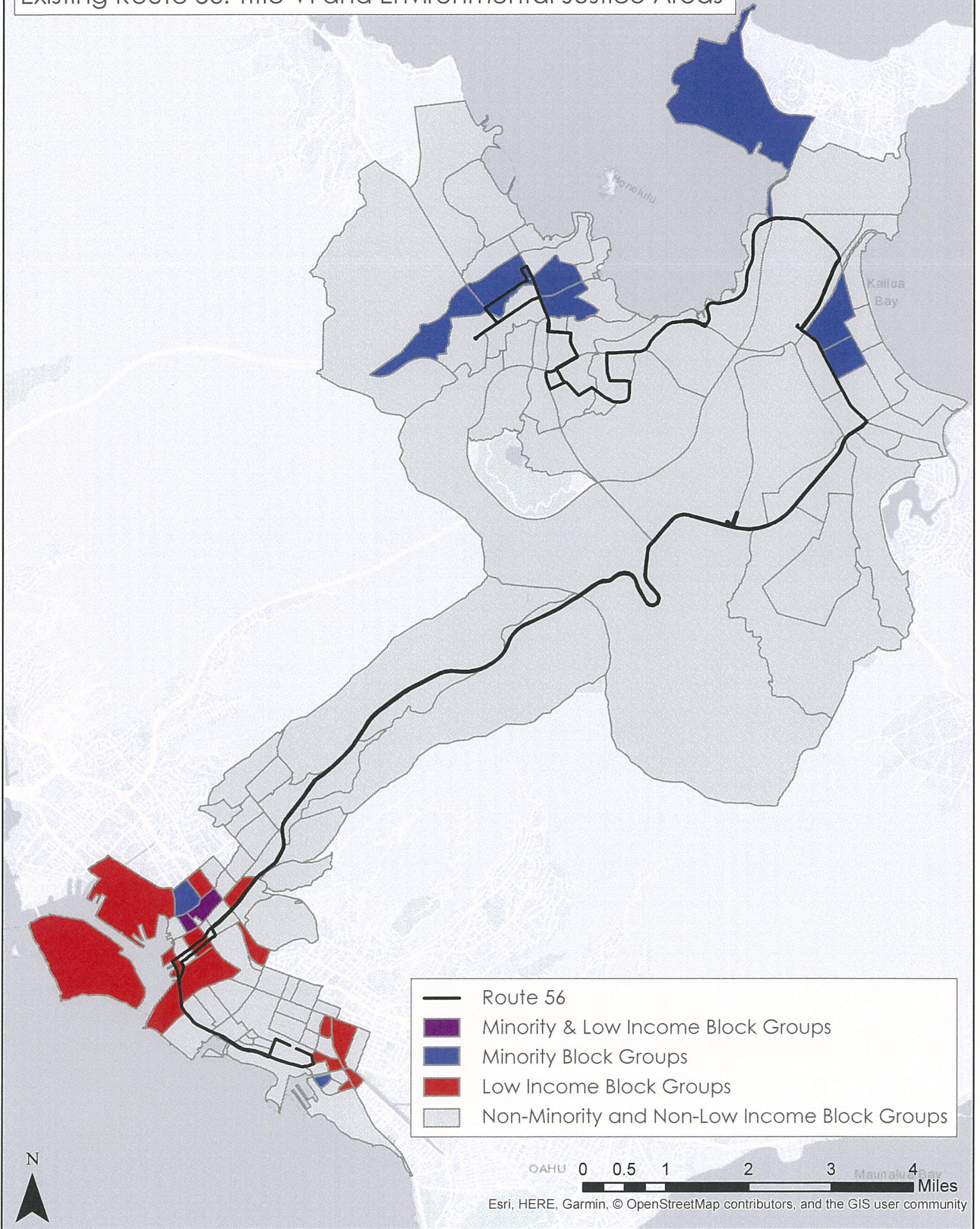
**Proposed Route 671/672/674**

**Existing Route 89**

**Proposed Route 89**



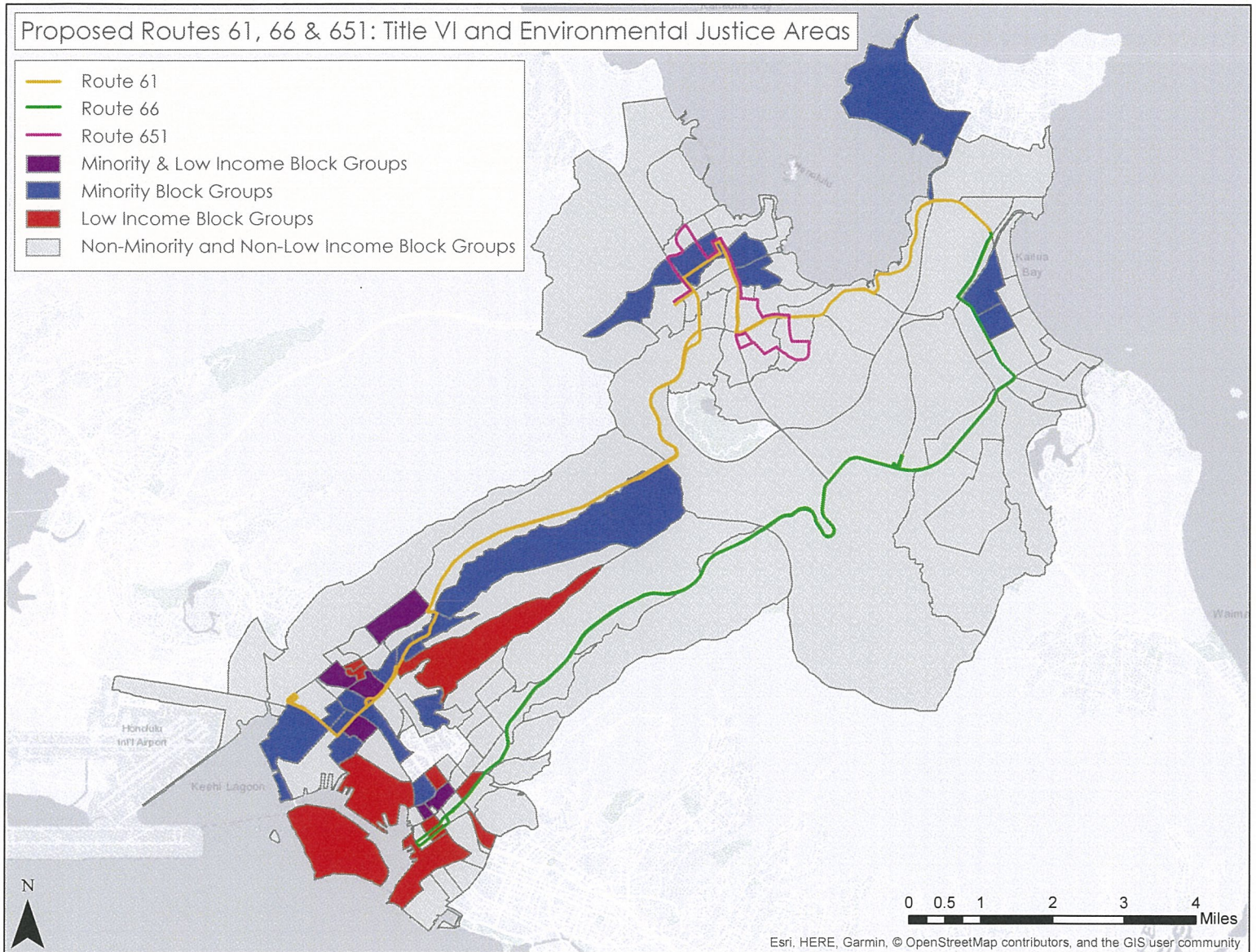
# Existing Route 56: Title VI and Environmental Justice Areas





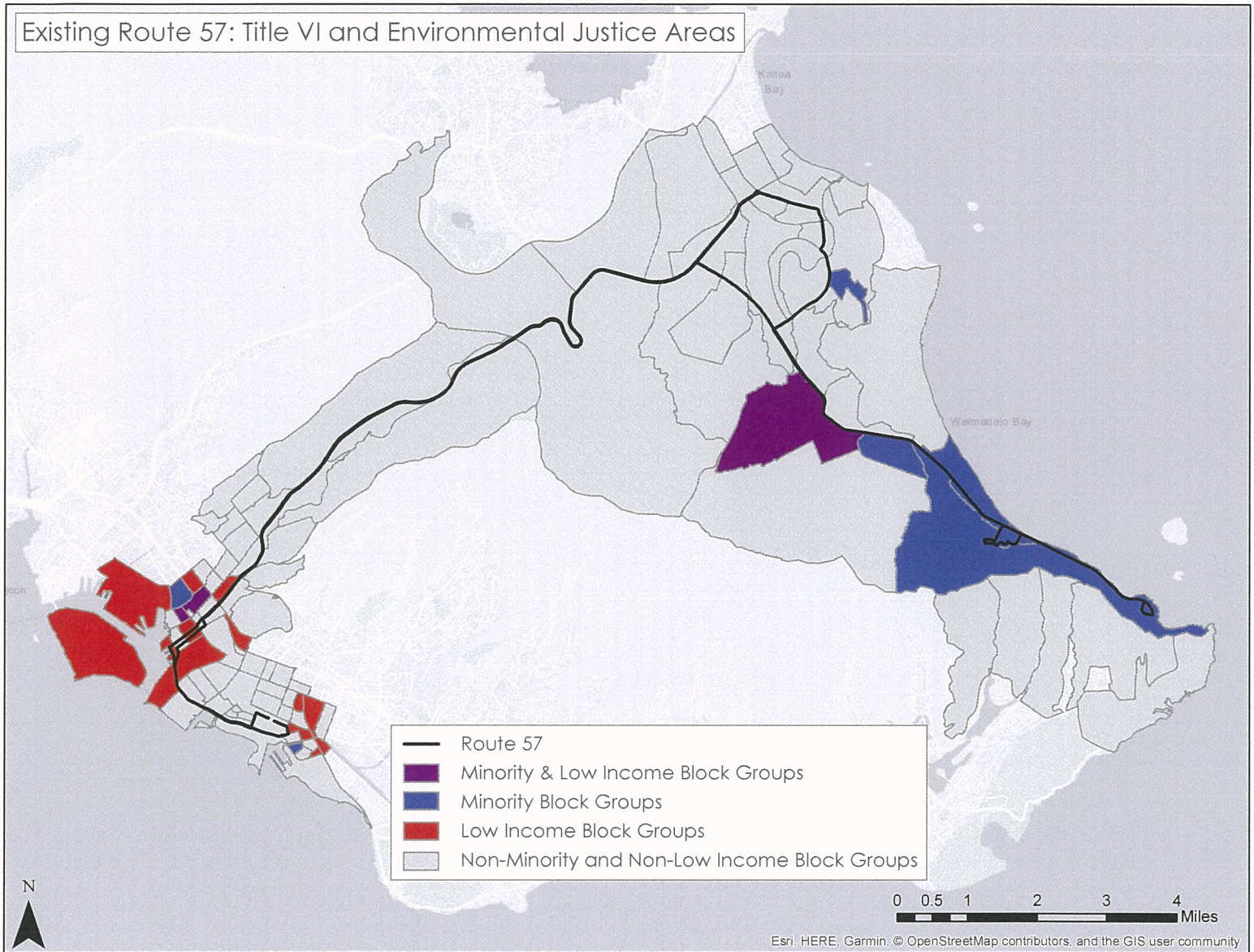
# Proposed Routes 61, 66 & 651: Title VI and Environmental Justice Areas

- Route 61
- Route 66
- Route 651
- Minority & Low Income Block Groups
- Minority Block Groups
- Low Income Block Groups
- Non-Minority and Non-Low Income Block Groups



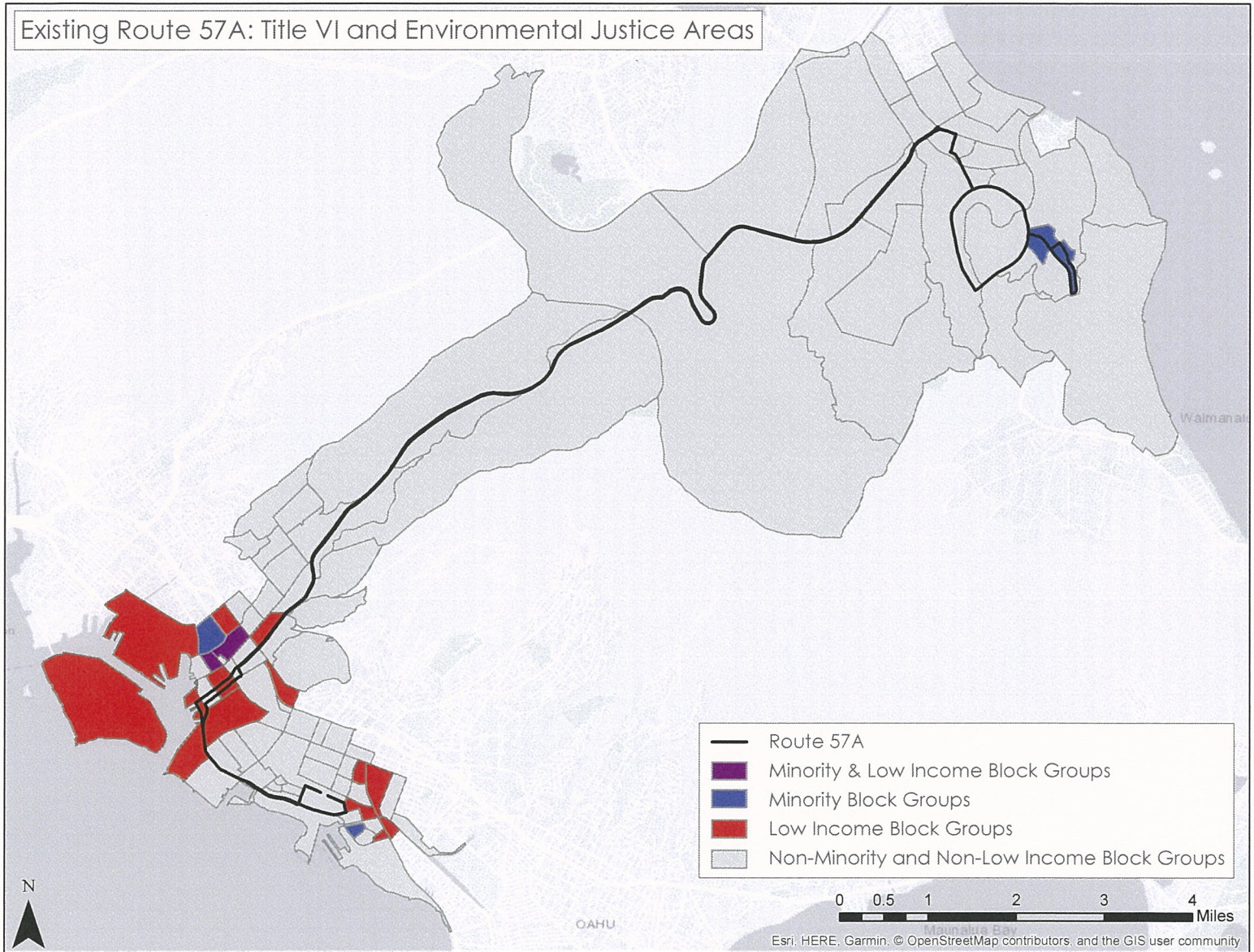


# Existing Route 57: Title VI and Environmental Justice Areas



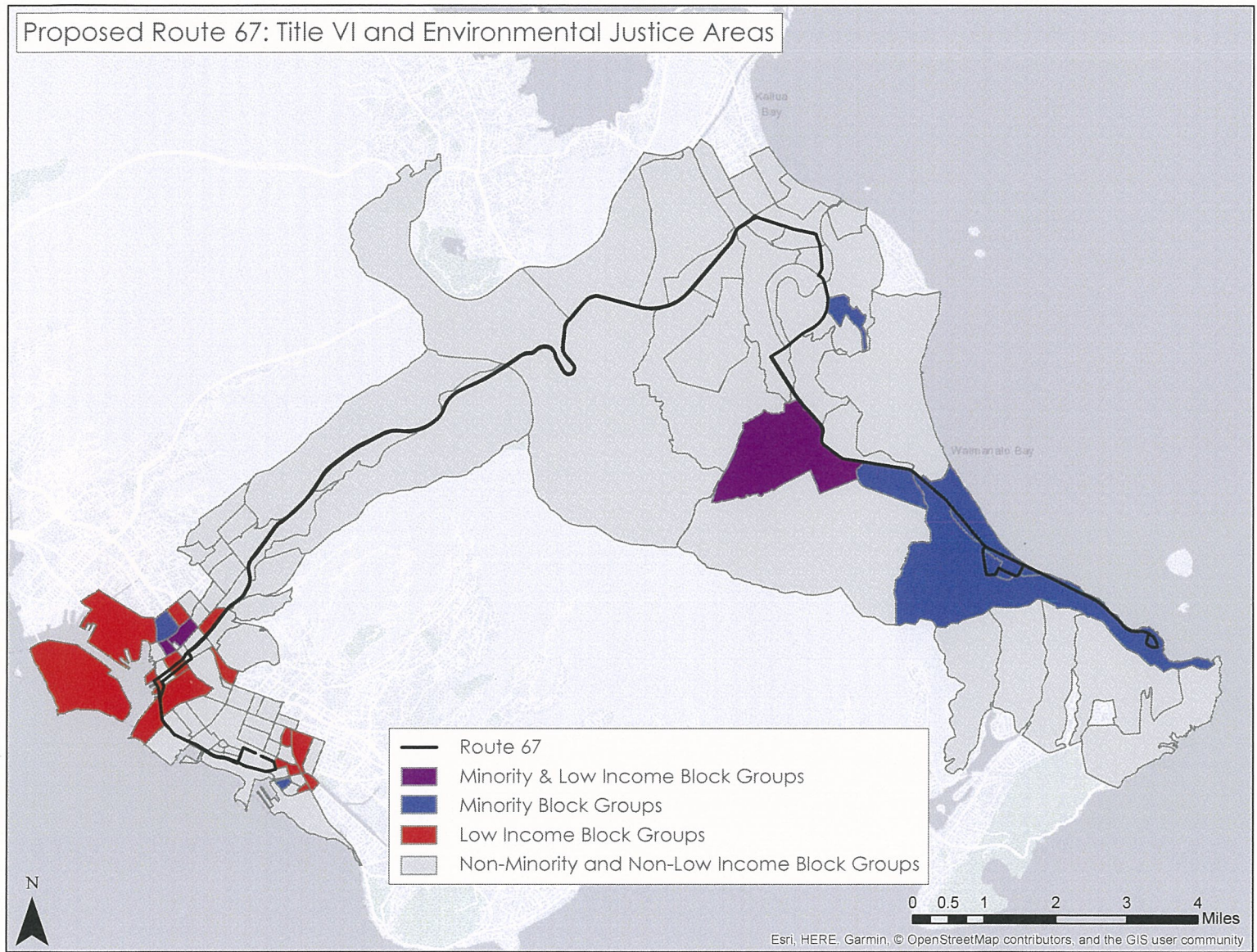


Existing Route 57A: Title VI and Environmental Justice Areas



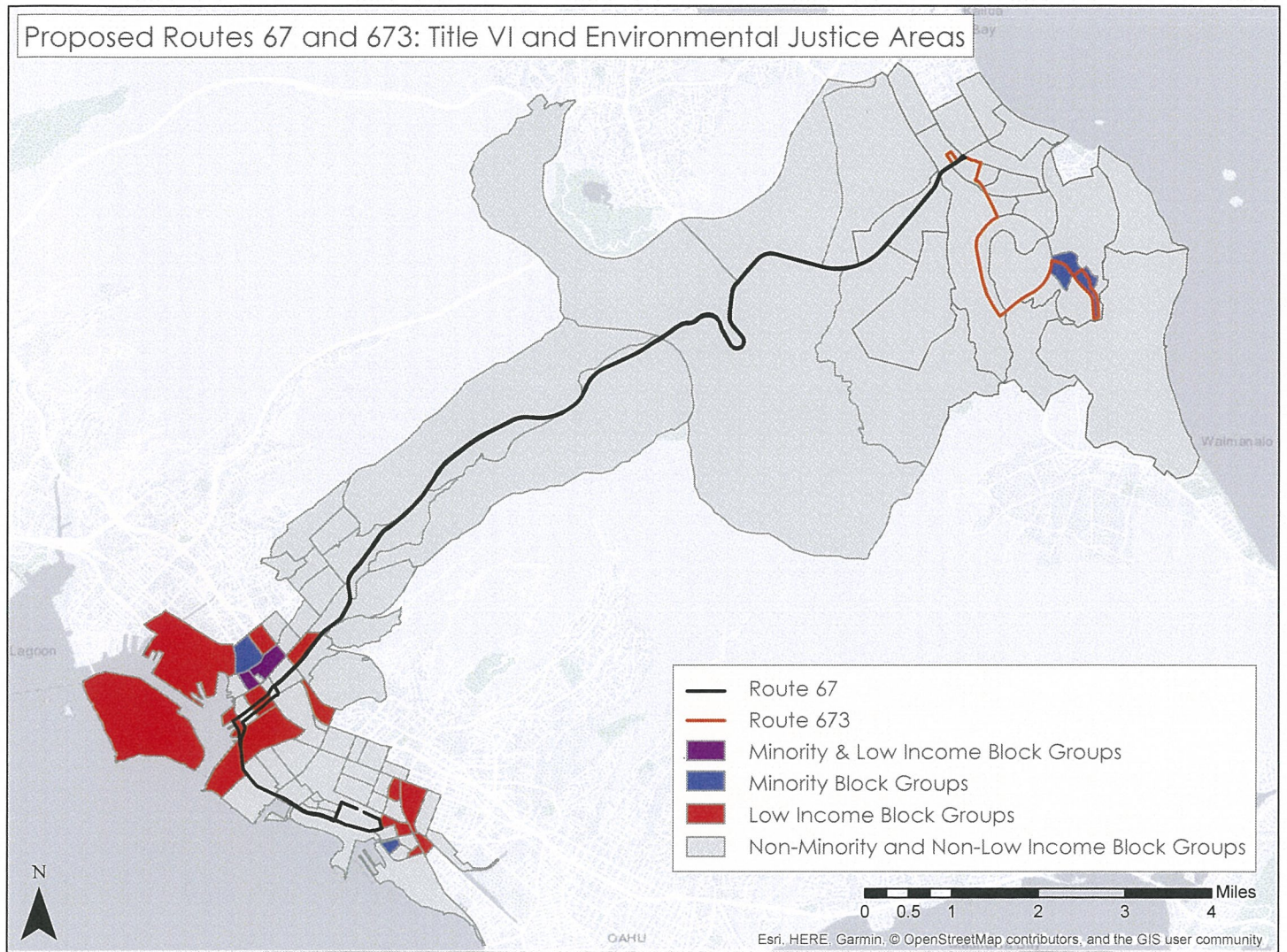


# Proposed Route 67: Title VI and Environmental Justice Areas



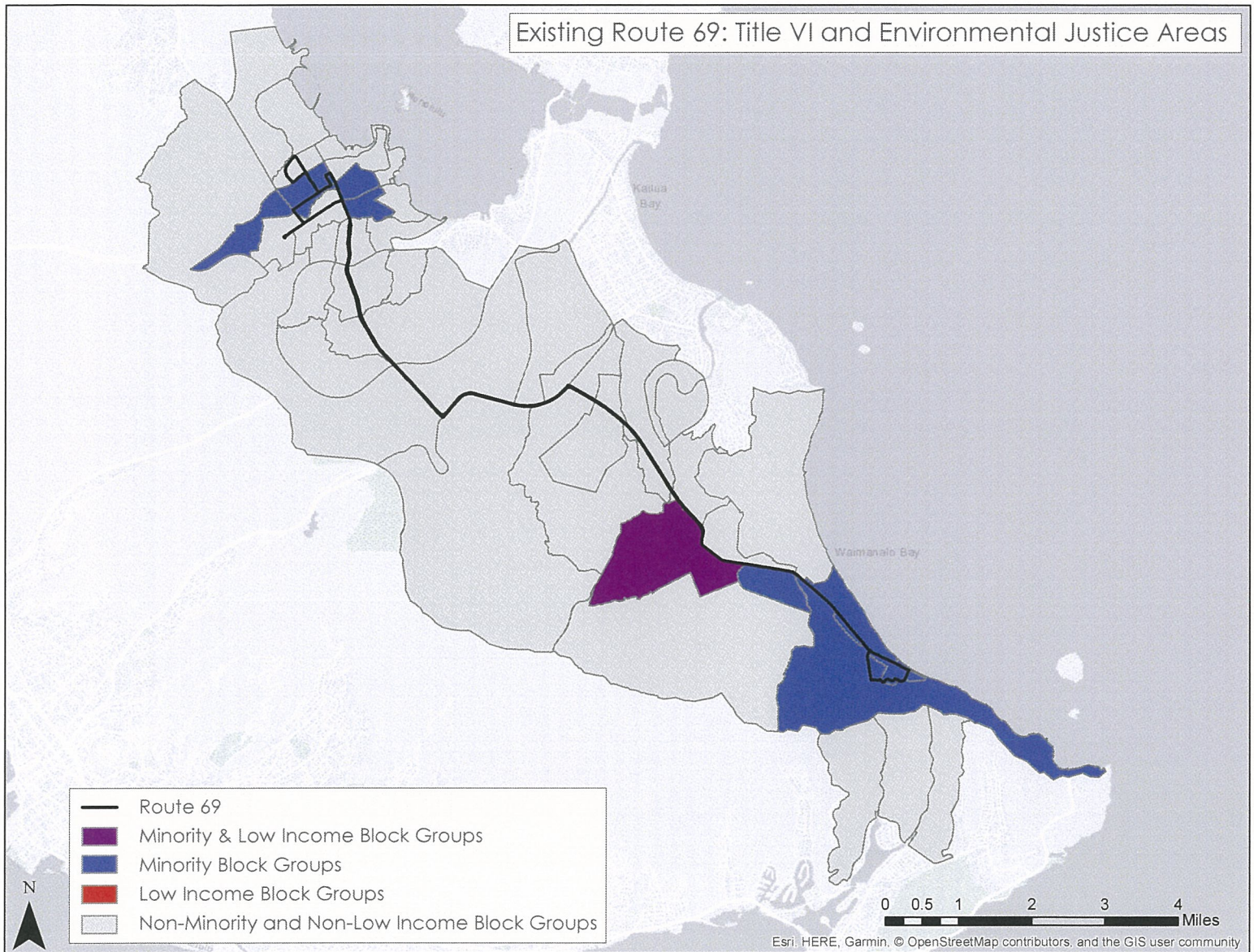


# Proposed Routes 67 and 673: Title VI and Environmental Justice Areas



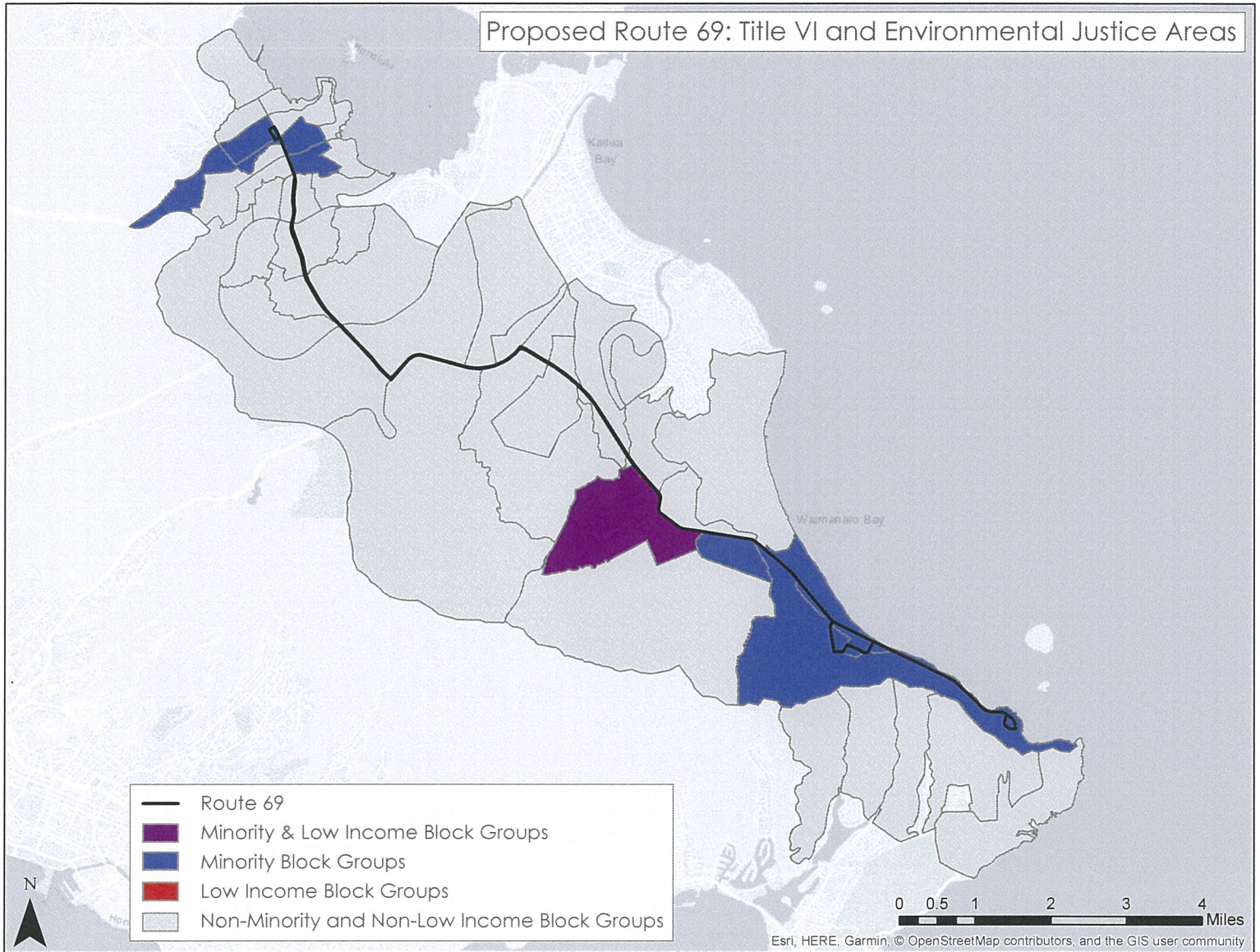


# Existing Route 69: Title VI and Environmental Justice Areas



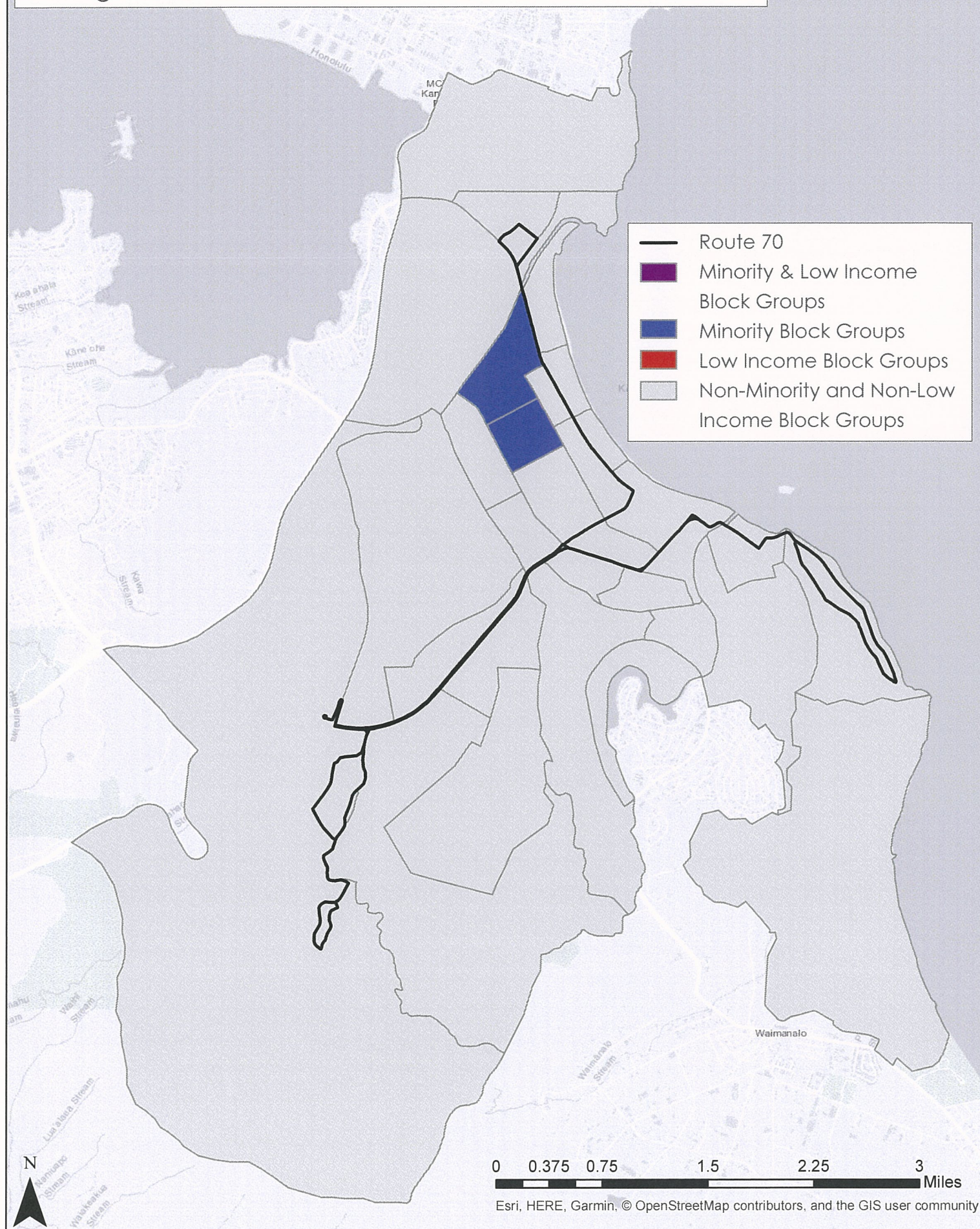


# Proposed Route 69: Title VI and Environmental Justice Areas



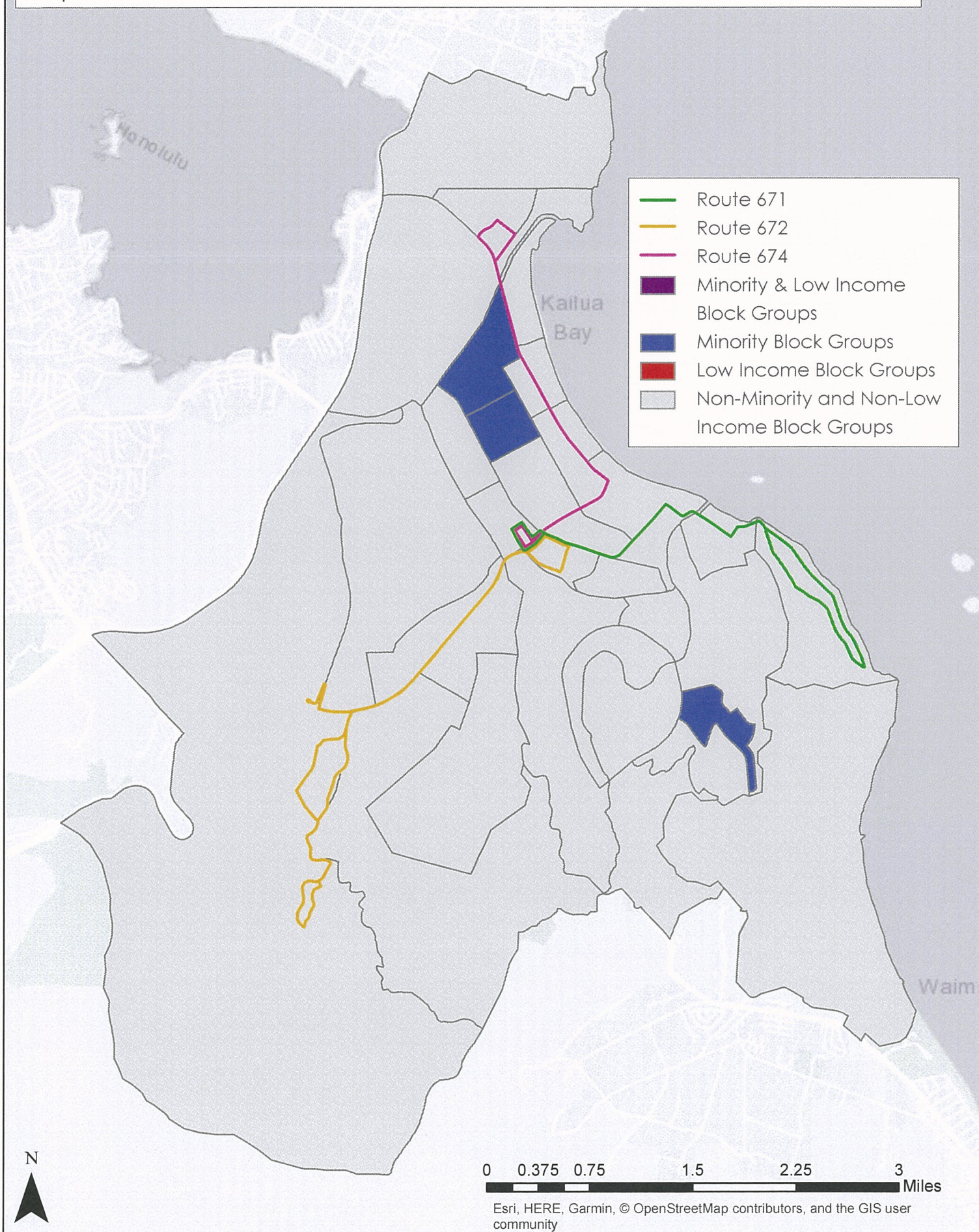


## Existing Route 70: Title VI and Environmental Justice Areas



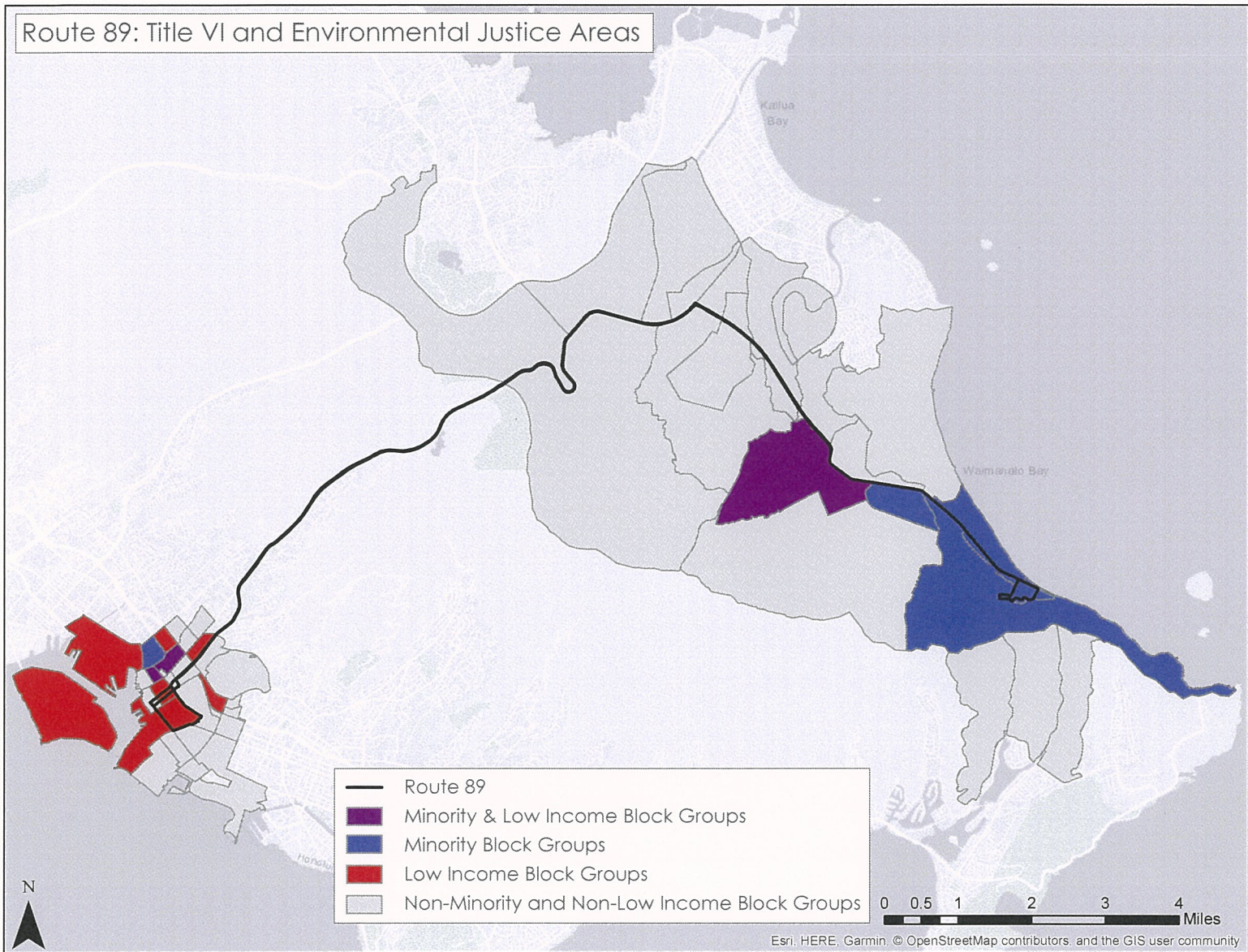


# Proposed Routes 671, 672 & 674: Title VI and Environmental Justice Areas





# Route 89: Title VI and Environmental Justice Areas





# Proposed Route 89: Title VI and Environmental Justice Areas

